

# ADVERTISE

The Best Medium for  
Advertising  
in the Colony is  
**THE 'CHINA MAIL'**  
THE POPULAR AND LEADING PAPER.

# The China Mail.

ESTABLISHED 1840.

PRINTING  
OF EVERY DESCRIPTION  
Promptly, Neatly, &  
Cheaply Executed  
AT THE  
**'China Mail Office,'**  
A WINDING ROAD.

No. 11,316.

號三十月六年九十九百八千一英

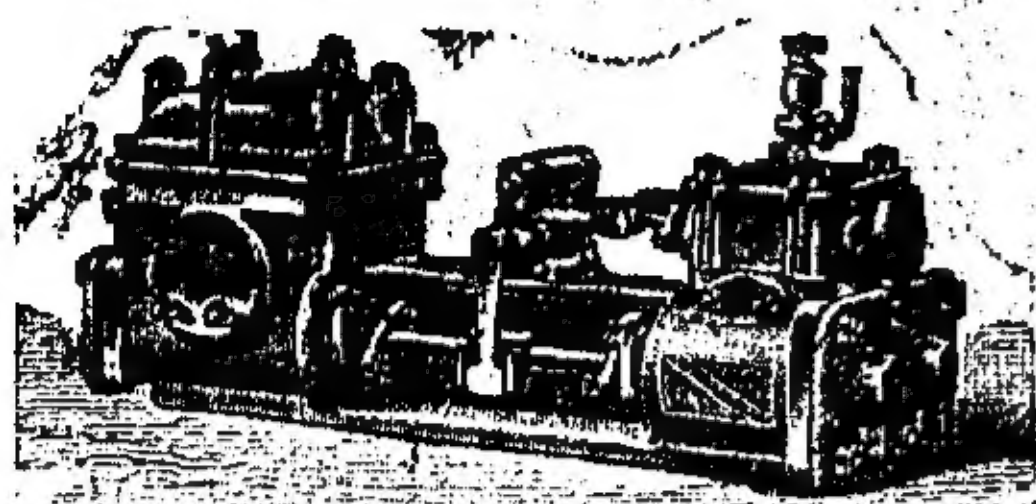
HONGKONG, TUESDAY, JUNE 13, 1899.

日六初月五年亥己

PRICE, \$2.50 per Month.

## Business Notices.

## W. S. BAILEY & Co.,



17, PRAYA CENTRAL.

PUMPS, PACKINGS, AND GENERAL STORES.  
STEAM LAUNCHES BOUGHT,  
SOLD OR BUILT TO ORDER,

By W. S. BAILEY,  
Consulting and Superintending Engineer and Surveyor.

## VIOLENS.

### SPECIAL OFFER.

1 VIOLIN  
of Excellent  
Quality. COMPLETE FOR  
1 CASE.  
1 BOW.  
1 TUTOR. \$20

New Stock of  
PORTUGUESE GUITARRAS,  
WASHBURN MANDOLINES,  
ZITHER BANJOS,  
CLARINETS,  
CORNETS,  
TROMBONES, &c.

Music Stools & Music Chairs.

LANE, CRAWFORD & CO.'S  
MUSICAL DEPARTMENT.

CENTENARY OF THE CHURCH  
MISSIONARY SOCIETY.

A PUBLIC MEETING

will be held

In the CITY HALL,

on

WEDNESDAY, 14th June,

at 8.40 p.m.

Hon. W. M. GOODMAN, Acting Chief

Justice, in the Chair.

Speakers.—The Bishop of Victoria, Rev.

L. Lloyd (Work in Fokien), and Rev. C.

BENNETT (Work in Canton).

Hongkong, June 12, 1899. 1894

OLIVERS FREEHOLD MINES, LTD.

NOTICE is hereby given that a CALL

of \$1.00 per SHARE has been made in

respect of the 'B' SHARES in the above-

named Company, and that such CALL is

PAYABLE to the General Managers, on

the 5th day of July next, at the Offices of

the Company, 98 and 40 Queen's Road

Central.

JOHN D. HUMPHREYS & SON,

General Managers. 1119

TEBRAU PLANTING COMPANY,

LIMITED.

NOTICE is hereby given that in accor-

dance with ARTICLE IX, PARAGRAPH

3 of the ARTICLES of ASSOCIATION of the

Company, the following SHARES have

been FORFEITED.

1,358-1185, 11439-1183,

1,588-1185, 11936-1204,

JOHN D. HUMPHREYS & SON,

General Managers. 1309

BOMBAY FIRE AND MARINE IN-

SURANCE CO., LIMITED,

OF BOMBAY.

THE Undersigned, having been appoint-

ed Agents for the above Company are

prepared to accept FIRE and MARINE RISKS

Current Rates.

TATA & Co.,

Agents.

BOMBAY FIRE & MARINE INS. CO., LD.

Hongkong, May 16, 1899. 1197

NOW READY.

VOL. XXXI—No. 5.

'CHINA REVIEW'

CONTAINS

The Japanese Invasion of Korea—1892

A Chinese King.

The Two-tek King.

Dr. Macleagan and the Tao-tek King.

Noted by Dr. Macleagan.

The Chinese Mind.

The Rights of Language as judged by their

form in Chinese.

Notes and Queries.

Miscellaneous Notes.

Mr. Giles' Chinese Dictionary.

Re Dr. Schlegel.

Suggestions to Chinese for Mining in

Amoy.

Colloquial English.

Books Wanted, Exchanges, &c.

To Contributors.

## W. POWELL & Co.

EX & S. NUBIA.

NEW GOODS, HATS, HOSIERY, &c.  
The latest London and Parisian Novelties in trimmed and untrimmed Millinery.  
FURNISHING DEPARTMENT—NEW OIL CLOTHS, LINOLEUMS,  
CROCKERY, &c.

N.B.—Owing to the increased demand for goods consequent on the incursion of  
so many ladies to the Philippines, &c., via Hongkong, we beg respectfully to solicit an  
early inspection from our permanent customers to avoid disappointment.

W. POWELL & Co.

Opposite Post Office, First Floor.

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named:— STEAMSHIP. CAPTAIN. DATE.

LONDON, Ceylon, C. L. DANIEL, About 19th June.

YOKOHAMA, Kobe, T. H. HIDE, R.N.R., About 19th June.

SHANGHAI, Ballasarat, O. L. W. FIELD, About 23rd June.

LONDON Direct, Nubia, G. C. HONNING, R.N.R., Noon, 24th June.

YOKOHAMA, Via N'SAKI & KOBÉ, Rosette, C. C. TALBOT, 4 p.m., 24th June.

LONDON, Japan, G. K. WHEAT, R.N.R., About 6th July.

\* See Special Advertisement

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P.O. S. N. Co.'s Office,

Hongkong, June 12, 1899. 1289

## THE HONGKONG HOTEL.

FOR COMFORT UNSURPASSED

IN

ASIA.

1184

## VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY

(in Square Bottles). One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY.

Specially bottled for us by Usher & Co.

LOCHABER SCOTCH WHISKY.

A very fine blend, Matured and Mellow.

QUEEN'S CHOICE LIQUEUR SCOTCH WHISKY.

VICTORIA DISPENSARY.

QUEEN'S ROAD. 1173

## ALHAMBRA FACTORY, MANILA CIGARS.

THE DUC DE MONTEBELLO

CHAMPAGNE.

HARVEY'S ROYAL TAWNY PORT.

Hongkong Agent:— W. HUTTON POTTS,

Office: Dairy Farm Building, Below General.

1885

## JUBILEE.

## A LIGHT PILSENER BEER,

IN HOCK BOTTLES.

Per case of 4 dozen quarts. - - \$13.

„ 6 „ pints - - 13.

SOLE AGENTS:

H. PRICE & CO.,

19 QUEEN'S ROAD.

## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—PRAYA.



BELL'S ASBESTOS PACKINGS

ARE THE BEST.

BELL'S BOILER COMPOSITION

IS THE BEST.

BELL'S ENGINE OIL

IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD,

MANAGERS.

1789

## NORMAN BROWN'S SPECIAL SCOTCH WHISKY.

Norman Brown, Glasgow.

LONDON HOUSES:— 27, LOMBARD STREET, E.C.

PRICES.

Per Case of 1 Dozen . . . . . \$10.50

„ 10 Cases . . . . . \$95.00

„ 15 „ . . . . . \$138.00

1306 Lane, Crawford & Co.

WILKINSON, HEYWOOD & CLARK, LTD.,

(PROPRIETORS OF DAVID STORER & SONS),

LONDON—LIVERPOOL—PARIS.

PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS

BELL BRAND

PAINTS

OF ALL COLORS.

WHITE LEAD.

WHITE ZINC.

RED LEAD.

TURPENTINE.

COPAL VARNISH.

AND

PALE BOILED

LINSEED OIL.

It is impossible to procure in Hongkong A WHITE ZINC PAINT

which is Superior to

BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.

(All Keys Bear a Green St. Andrew's Cross.) 616

## PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY

STATION, 1350 feet above Sea Level.

CRAIGIEBURN is Situated at PLUNKETT'S GAP, five minutes' walk from the

Peak Hotel.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze

in Summer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Service, and excellent Cuisine.

City Office 7, DUNDRELL STREET. Geo. J. CASANOVA, Manager.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;

devoid absolutely of all adulterating matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

AQUARIUS does NOT ALTER the flavor or

character of WINES or SPIRITS when mixed with

them, NOR DOES IT DISCOLOUR THEM.

AQUARIUS is made with PURE TRIPLE DIS-

TILLED WATER ONLY.

ABSOLUTE PURITY CAN ONLY BE OBTAINED

BY DISTILLATION.—DAILY TELEGRAPH, LONDON.

Quiddeh, Macgregor & Co.,

AGENTS.

AQUARIUS COMPANY.

## Business Notices.

THE SUN IS SHINING

AND

SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.

PERFUMERY DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS & CO.

## GREEN ISLAND CEMENT CO., LIMITED.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT.

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING,

BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY,

&c., &c.

For Prices and further particulars, apply to

SHEWAN, TOMES & Co., General Managers.

## COTTAM & Co.,

FOR

HATS,

SCARVES, COLLARS, SEIRTS, Etc.,

BOOTS & SHOES.

469

U.S. WAR STAMPS And Stamps of the

New American Colonies

Also, 100 SETS OF OTHER

VARIETIES.

RARE PHILIPPINE STAMPS,

Including last Spanish issue for 1898-99 (to date)

Apply to GRACA and Co., Hongkong Hotel Corridor. 1409

HONGKONG HIGH-LEVEL TRAM-

WAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of

an hour.

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of

an hour.

11.30 a.m. to 3.00 p.m. Every quarter of

an hour.

3.30 p.m. to 6.30 p.m. Every quarter of

an hour.

6.30 p.m. to 8.00 p.m. Every 5 minutes.

Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.



The Russian transport Orela from Odessa to Vladivostok with 1,170 troops passed

15. name: J. A. Henson; 16. H. his home

He passed through Hongkong, the other day.

Dr Max Petras, one of the directors of the Hamburg-American line of steamers, is in Colombo, on his way to the Far East on a tour of inspection.

The Governor at Singapore, Dr. Muglisten, has justified the shooting of the Malay smoker by Captain Koenig, on board the steamer *Sa Ponthout*, near Singapore.

The steam launch *Rapid* (Captain Raymond), built in Hongkong for the Penang Government, arrived at Singapore on the

Mr. W. H. T. Davis, the local manager of the Commercial Union Assurance Co., Ltd., sends us a copy of the thirty-seventh annual report of this Company. In the first place, Life and Marine Departments there was an increased volume of business, and the Profit and Loss Account closed with a balance of \$147,122. A dividend of 30 per cent was paid for 1898, and an Interim dividend of 12 1/2 per share for 1899. The interim dividend in 1898 was 10'.

DURING the past month the members of the Royal Hongkong Golf Club have been engaged in the Professional Pairs Tournament, for which eighteen couples entered. In the final Messrs Lane and Burnie, playing on even terms against Messrs Palmer and

After several days and after suffering rather considerably from the effects of the cold, the players were defeated that afternoon. The losers were decidedly out of colour, and losing the first five holes straightaway, were finally beaten off by this number of holes and four to play.

Mr John Ball who has won the Amateur Golf Championship, is probably the junior player of that name. The amateur champion of 1896 was Lieut. F. G. Tait (of the Black Watch) and in 1897 Mr A. J. T. Allan, a medical student at Edinburgh University, won, but we have no record by the last year's tournament. With the exception of Mr H. H. Hutton, Royal Liverpool, Mr John Ball, jun., is the only amateur who has succeeded in winning

Open the raps distinction of winning the  
had the championship twice, but although  
has been thrice in the final he has not suc-  
ceeded in winning the Amateur Champion-  
ship.

Train opening of the West River has affected  
Peking as a trade center. Since the open-  
ing of Wuchow, the import trade of Pe-  
hoo has fallen 93 per cent, and Mr. Con-  
Hurst considers it probable that bottom  
has not yet been touched. A coal mine  
being worked under the auspices of the  
Viceroy of the two Kwang Provinces of  
Shihsntou, a place near the coast, about  
miles deep seas of Peking. What has been  
obtained so far is chiefly surface coal.

been obtained, but the seam is reported to be a very thin one. It is probable that Viceroy's interest in the Shantung mines explains his strenuous and hitherto successful opposition to Mr F. Waite's venture into the North River region.

RELYING upon figures given in the *Bangkok Times*, we stated recently that the number of German ships visiting Bangkok had increased from 23 in 1897 to 81 in 1898. We are now informed by our

King of 76  
which is  
between  
annual  
1,050  
year for

wrong. The following paragraph will  
a truer idea of the place German ships  
holds in the Bangkok returns -

From 23 to 81 vessels would have  
something of a leap, but what we said  
not 81, but 31, and that makes a big  
difference, though of course it does  
matter much when placating the  
authorities. We were, however, noting  
changes that take place every year in  
relative importance of the trade done  
on the non-British flag. It has  
always been a case of one up and one  
down. Last year Germany came in

about half the German steamers came in ballast. The increase in the value of the imports in German bottoms was, of course large, only the value was negligible, for the total was but \$1,650,217, compared, as we pointed out the first time, with a total of \$24,313,197 for British bottoms. It might, too, be noted that five German sailing vessels arrived in 1887 and none in 1898. These points in our original article were perhaps not important, but as the comparison between Britain and Germany is the main point of the

100,000. —  
150,000. —  
200,000. —  
250,000. —  
300,000. —  
350,000. —  
400,000. —  
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550,000. —  
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750,000. —  
800,000. —  
850,000. —  
900,000. —  
950,000. —  
1,000,000. —

[illegible]



I WISH to say that I feel under a great obligation for what Chamberlain's Cough Remedy has done for our family. We have used it in so many cases of coughs, lung troubles and whooping cough, and it has always given the most perfect satisfaction we feel; greatly indebted to the manufacturers of this remedy and visit them in person accept our hearty thanks. Respectfully, Mrs. J. Dwyer, Des Moines, Iowa. For sale by all Dealers. WATKINS & CO. General Agents.

Depart on Government from all the manufacturing centres to save the full construction. A very few years ago most of us would have scoffed at the idea of a Durban-Yangtze railway coming in our time within the region of pinhead politics. But a decade has recently developed at lightning speed in the Far East, and these latest surveys, which would have attracted small attention two decades ago, will now be given the closest attention by the great powers of the globe—Russia, America.

Mr. Parnes said that Mr. Pollack and himself quite agreed that his Lordship had adopted the right and proper course. Mr. Pollack said he quite concurred in what he had fallen from his friend.

fish and mangle fish, called the Magadora, in the country of the Zang, spent the night at Mombasa, and the next day sailed for Zanzibar, and

recorded. Between 1971 and 1984 the  
were diseases from Zanzibar. An  
return to the Chinese emperor w  
preceded the Mongols. Between 11

[illegible]

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## Shipping.

## Steamers.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM TO YOKOHAMA AND KORE.  
THE Company's Steamship **SIEMIA**,  
Captain H. MAYN, will leave for the above places on WEDNESDAY, the 14th Instant, in the Afternoon.  
For Freight or Passage, apply to  
**HANDER, WIELER & Co., Agents.**  
Hongkong, June 8, 1896. 1371

FOR NEW YORK VIA SUEZ CANAL.  
THE British Steamship **MACDUFF**,  
will be despatched for the above Port on or about 15th Instant.  
S. S. **AFRIDI**, to sail about 30th June.  
S. S. **BIRCHTOR**, to sail about 7th July.  
S. S. **MOBIL**, to sail about 22nd July.  
S. S. **CHAZER**, to sail about 5th August.  
S. S. **COMMONWEALTH**, to sail about 20th August.  
For Freight, apply to  
**DODWELL & Co., Ltd., Agents.**  
Hongkong, June 7, 1896. 1362

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship **ATLIR**,  
Captain KOCK, will be despatched for the above Port on SATURDAY, the 17th Inst., at 4 p.m.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N. B.—Return Tickets issued by this Company to and from Australia, and available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co., Agents.**  
Hongkong, June 8, 1896. 1375

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR PORT HARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.  
THE Company's Steamship **TAIYUAN**,  
Captain NITAN, will be despatched on SATURDAY, the 17th Instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
N. B.—Return Tickets issued by this Company to and from Australia are available for Return by the Steamers of the Eastern & Australian S. S. Co., and vice versa.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, June 9, 1896. 1380

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**  
FOR MANILA.  
THE Company's New Steamship **DIAMANTE**,  
Captain FAVEN, will be despatched for the above Port on SATURDAY, the 17th Instant, at 4 p.m.  
The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & Co., General Managers.**  
Hongkong, June 12, 1896. 1398

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship **IXION**,  
Captain NIEL, will be despatched as above on TUESDAY, the 27th Instant.  
For Freight, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, June 12, 1896. 1390

**SHEWAN, TOMES & Co.'s NEW YORK LINE.**  
FOR NEW YORK VIA SUEZ CANAL.  
THE New Steamship **YANISZE**,  
H. ALLEN, Commandant, will be despatched for the above Port on SATURDAY, the 27th July.  
For Freight, apply to  
**SHEWAN, TOMES & Co., Agents.**  
Hongkong, June 12, 1896. 1392

## Shipping.

## Steamers.

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR SWATOW, CHEFOO AND TIENTSIN.  
THE Company's Steamship **KWEIYANG**,  
Captain LAKE, will be despatched as above on WEDNESDAY, the 14th Inst.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, June 8, 1896. 1395

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SANDAKAN (DIRECT).  
THE Company's Steamship **MAUSANG**,  
Captain LAKE, will be despatched as above on THURSDAY, the 15th Inst., at Noon, instead of as previously advertised.  
Cargo for KUDAT can be transhipped at SANDAKAN.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., General Managers.**  
Hongkong, June 12, 1896. 1341

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR TAKOW.  
THE Company's Steamship **SINGPO**,  
Captain PHILLIPS, will be despatched as above on THURSDAY, the 15th June.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, June 9, 1896. 1312

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship **KUMANG**,  
Captain PAYNE, will be despatched as above on SATURDAY, the 17th Inst., at Noon.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., General Managers.**  
Hongkong, June 10, 1896. 1360

**COMPAGNIE DES MESSEGERIES MARITIMES.**  
FAQUEROTE POSTE FRANCAIS.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Co.'s Steamship **CALEDONEN**,  
Captain DOMENAY, will be despatched on or about SUNDAY, the 18th Inst.  
For Freight or Passage, apply to  
**G. DE CHAMPEAUX, Agent.**  
Hongkong, June 12, 1896. 1390

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE (DIRECT).  
THE Company's Steamship **CHINGTU**,  
Captain MONAY, will be despatched as above on MONDAY, the 19th Instant.  
For Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, June 9, 1896. 1361

**CANADIAN PACIFIC RAILWAY COMPANY.**  
FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.  
THE C. P. R. Company's Steamship **ATHENIAN**,  
3,592 Tons gross Register, will be despatched on or about MONDAY, the 18th June, for Victoria and Vancouver, via Mori, Kobe and Yokohama.  
The Vessel has excellent Accommodation for Saloon Passengers. Through Tickets issued to all points.  
Through Bills of Lading issued to Pacific Coast, Canada and the United States.  
For information as to Rates of Freight and Passage, &c., apply to  
**D. E. BROWN, General Agent.**  
Hongkong, June 3, 1896. 1337

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship **LYONNEUS**,  
Captain RILEY, will be despatched as above on TUESDAY, the 26th June.  
For Freight, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, May 31, 1896. 1307

**EAST ASIATIC COMPANY, LIMITED.**  
FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.  
THE Chartered Steamship **NORDHAVET**,  
Captain OLSEN, will be despatched as above on or about SATURDAY, the 24th Inst.  
For Freight, apply to  
**ARNHOLD, KARBERG & Co., Agents.**  
Hongkong, June 7, 1896. 1360

**UNITED STATES AND CHINA- JAPAN STEAMSHIP LINE.**  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship **INDRAPURA**,  
Captain A. HOSKINS, will be despatched as above on or about the 25th June.  
For Freight, apply to  
**JARDINE, MATHESON & Co., Agents.**  
Hongkong, May 20, 1896. 1234

**FOR SAN FRANCISCO.**  
THE 100 A. 7. British Barken **QUEEN MARGARET**,  
Freight Master, will leave for the above Port, and will have quick dispatch.  
For Freight, apply to  
**SHEWAN, TOMES & Co., Agents.**  
Hongkong, March 14, 1896. 947

## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Kobe, Yokohama, Inland Sea, Yokohama and Honolulu).  
Thursday, June 22, at Noon.  
Tuesday, July 13, at Noon.  
Saturday, Aug. 12, at Noon.

THE U. S. Mail S. S. **CITY OF PEKING**, will be despatched for SAN FRANCISCO and SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Greatland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, INLAND PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, 10 Queen's Road, Hongkong, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

**J. S. VAN BUREN, Agent.**  
Hongkong, May 27, 1896. 1274

**Occidental and Oriental Steamship Co.**  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Gaek (via Shanghai, Kobe, Yokohama, Inland Sea, Yokohama and Honolulu).  
Saturday, July 1, at Noon.  
Tuesday, July 25, at Noon.  
Tuesday, Aug. 22, at Noon.

THE Co.'s Steamship **GAELIC** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 1st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

**J. S. VAN BUREN, Agent.**  
Hongkong, June 6, 1896. 1254

## Mails.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In Connection with the ATCHAFON, TOPEKA and SANTA FE RAILROAD CO.

Proposed Sailings from Hongkong.

HONGKONG TO SAN FRANCISCO & SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.  
Taking Cargo and Passengers to JAPAN, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.  
S. S. **Thyna**, 3,400 Tons, about 20th June.  
S. S. **Belgian King**, 3,378 Tons, about 1st July.  
S. S. **Curranthar**, 2,929 Tons, about 1st August.  
S. S. **Orinda City**, 3,009 Tons, about 26th August.

THE Steamship **Thyna** will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about 20th June.

Through Bills of Lading issued to any point in the United States, and as copied in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

\* The S. S. **Thyna** has Accommodation for a limited number of First and Second-class Passengers.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, June 8, 1896. 1398

**TOYO KISEN KAISHA.**  
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

Sailing from Hongkong, via Shanghai, Kobe, Yokohama and Honolulu.  
Saturday, July 1, at Noon.  
Thursday, Aug. 8, at Noon.

THE S. S. **HONGKONG MARU** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Greatland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, 10 Queen's Road, Hongkong, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

**J. S. VAN BUREN, Agent.**  
Hongkong, June 13, 1896. 1401

**Intimations.**  
FOR SALE.  
YUBARI LUMP COAL just to hand from MOROKAW (JAPAN); also 14 OLD BRASS RAFTS, fit for use on Steamers. Apply to  
**KWONG MAN WO, No. 132, Bonham Street West**  
Hongkong, May 8, 1896. 1180

**JADESTONES & CURIOS FOR SALE.**  
**EE SUN SHING, 87, ELDERSON ST. CHINA GOODS FOR SALE.**  
AGENTS FOR KWONG MAN CHONG, 10, PRINCE ST., CHINA GOODS, JADESTONES AND CURIOS, AND ALL THE LATEST FASHIONS IN CHINESE AND JAPANESE FURNITURE.  
Inspection invited.  
No. 93, Queen's Road Central.

## Mails.

NOTICE.  
COMPAGNIE DES MESSEGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 17th June, at Noon, the Company's Steamship **LAOS**, Captain FLAMIN, with MAILS, PASSENGERS, STEELS, and CARGO, will leave this Port for MARSAILLES via BATAVIA.

This Steamer connects at COLOMBO with the S. S. **Ville de la Citadelle**, which vessel takes on her Passengers and Mails, leaving that Port on the 23rd June, direct to SUM, PORT SAID & MARSAILLES.

Cargo and Steels will be registered for London as well as for Marseilles, and as copied in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

\* The S. S. **Thyna** has Accommodation for a limited number of First and Second-class Passengers.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, June 8, 1896. 1398

**NORDEUTSCHER LLOYD.**  
STEAM FOR SINGAPORE, COLOMBO, ADEN, PORT SAID, SUEZ, PANAMA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTI PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N. B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Proposed Sailings from Hongkong.

Subject to Alteration.  
Sachsen ..... Wednesday June 21.  
Bayern ..... Wednesday July 19.  
Prinz Heinrich ..... Wednesday August 16.  
Preussen ..... Wednesday Sept. 13.  
Sachsen ..... Wednesday October 11.  
Bayern ..... Wednesday November 8.

ON WEDNESDAY, the 21st day of June, 1896, at 9 a.m., the Company's S. S. **SACHSEN**, Captain F. MEYER, with MAILS, PASSENGERS, STEELS, and CARGO, will leave this Port as above, calling at NARLES and GERMANY.

Shipping Orders will be granted till Noon, on MONDAY, the 19th June. Cargo and Steels will be received on board until 5 p.m. on TUESDAY, the 20th June, and Parcel Packages will be received at the Agency's Office until Noon on TUESDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcel should not exceed Two Feet Cubic in measurement. The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
**MELOCHERS & Co., Agents.**  
Hongkong, May 26, 1896. 1394

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **NUBIA**, Captain G. U. ERNING, R.N., carrying Her Majesty's Mails, will be despatched from this Port for MARSAILLES and LONDON DIRECT, NO TRANSSHIPMENT on SATURDAY, the 24th June, at Noon, taking Passengers and Cargo for the above Ports.

Parcel will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
**H. A. RITCHIE, Superintendent.**  
P. & O. S. N. Co.'s Office, Hongkong, June 13, 1896. 1393

**CHAS. J. GAUPE & Co.**  
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silvermiths, Nautical & Scientific and Meteorological Instruments.

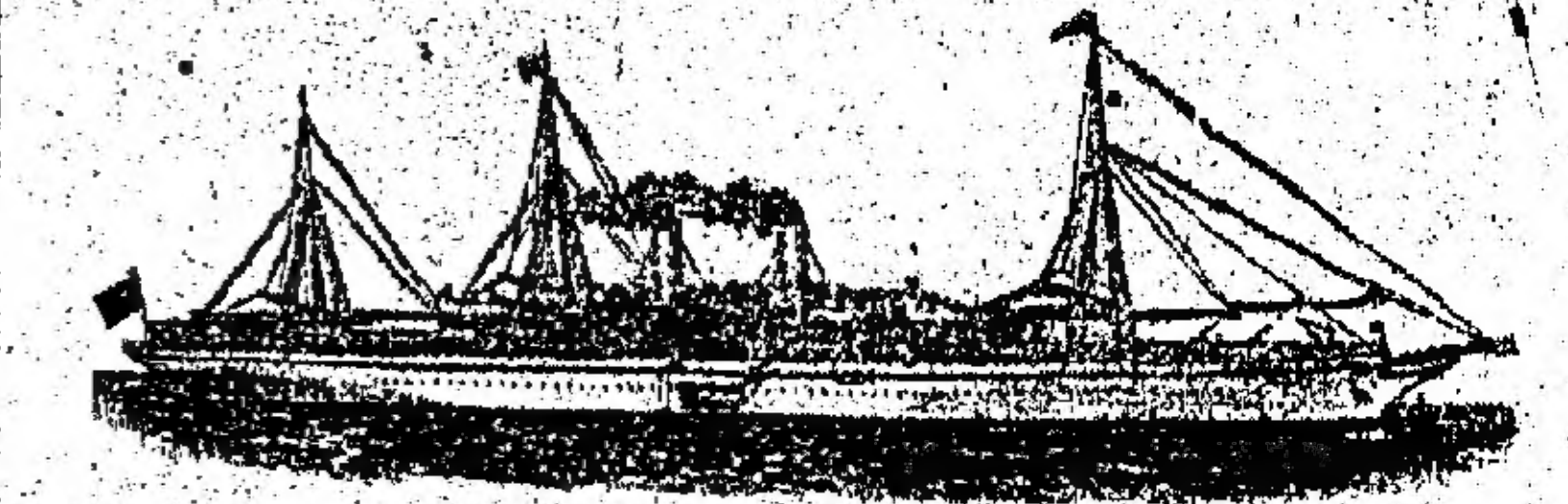
Voiceless Instruments, BINOCLARS and TELESCOPES, RUTHIER'S LIQUID and OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Chinese & Japanese Silver Ware, GOLD & SILVER JEWELLERY, in great variety.

**D. I. A. M. O. N. D. S.**  
DIAMOND JEWELLERY.  
A Splendid Collection of the Latest London Fashions, at very moderate prices.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, E.C.)  
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 18 knots.  
(Subject to Alteration.)  
Proposed Sailings from Hongkong.

EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th June '96.  
EMPRESS OF JAPAN, Comdr. Geo. A. LEE, R.N.R. WEDNESDAY, 18th July '96.  
EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 6th Aug. '96.

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return Tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are equalled and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
**D. E. BROWN, General Agent, PRINCE STREET.** 1366

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
Proposed Sailings from Hongkong.  
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., & TACOMA, IN CONNECTION WITH  
Northern Pacific Railway Co. Oregon Railroad & Navigation Co.

Steamer. Tons. Captain. Proposed Sailing. Steamer. Tons. Captain. Proposed Sailing.  
Olympia ..... 2837 J. T. McBridge ..... June 17 Columbia ..... 2976 T. H. Dobson ..... July 8  
Victoria ..... 3202 J. Panton ..... July 4 Monmouthshire ..... 2874 W. A. Evans ..... July 22  
Tacoma ..... 2811 J. Dixon ..... July 30 Lennox ..... 2977 J. C. Williamson ..... Aug. 19  
Glennora ..... 3750 J. McGillicuddy ..... Aug. 8 Columbia ..... 2976 T. H. Dobson ..... Sept. 23

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

**HONGKONG TO LONDON, \$47.**  
Excellent accommodation. First Class Table. Doctor and Stewardess carried. Passengers in EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

**HONGKONG TO NEW YORK, \$41.**  
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

**HONGKONG TO VICTORIA, TACOMA OR PORTLAND, \$23.**  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma and Portland to Delta and St. Mortar. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.



## Insurance.

**UNION ASSURANCE SOCIETY.**  
(Incorporated in the Colony of Hong Kong)  
CAPITAL PAID UP, £100,000.  
TOTAL INVESTED FUNDS, £23,984,028.  
TOTAL ANNUAL INCOME, £223,308.

THE Undersigned, having been appointed Agents of the above Society in Hong Kong, are prepared to issue POLICIES against FIRE on the usual terms.

**HARRY WICKING & Co.,**  
Praya Central.

**THE IMPERIAL MARINE INSURANCE CO., LTD.,** TOKYO.  
THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

**GEO. R. STEVENS & Co.,**  
Agents.  
Hongkong, January 5, 1896.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st DECEMBER, 1895, £13,568,989.

Authorized Capital, £3,000,000.00  
Subscribed Capital, £2,700,000.00  
Paid-up Capital, £2,087,000.00  
Fire Funds, £2,001,016.2.9

HAVING been appointed AGENTS of the above Company, we are prepared to accept MARINE AND FIRE RISKS at Current Rates.

**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, June 22, 1896.

**THE STANDARD LIFE ASSURANCE COMPANY.**

One of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to

**DO-WELL & CO., LD.,**  
Agents.  
Hongkong, January 8, 1896.

## Hotels.

**KOWLOON HOTEL.**  
THIS HOTEL is now under New Management, and is situated in a quiet locality. Excellent accommodation. Outside the best in the Colony.

**BOWLING ALLEY AND BILLIARDS.**  
**J. WILLIAM O'BORNE.**  
Proprietor and Manager.  
Hongkong, January 9, 1896.

**METROPOLE HOTEL.**  
SACKVILLE ROAD.  
A new and delightful drive from the city.

**BILLIARDS.**  
Telephone No. 123.  
**CHAS. D. ITON.**  
Manager.  
Hongkong, October 14, 1895.

**BOARD & LODGING.**  
\$2.00 PER DAY.  
90 & 92, QUEEN'S ROAD WEST.

**THE WESTERN HOTEL.**  
WEST.  
519

**NEW VICTORIA HOTEL.**  
ROTISSERIE.  
Meats à la Carte.

**CHOPS, STEAKS, etc., etc.,** at any time, between 7.30 a.m. and 11 p.m.

**Monthly Bills at Moderate Rates.**  
**Madar & Farmer,**  
Proprietors.  
Hongkong, May 1, 1896.

## Hotels.

**WINDSOR HOTEL.**  
KOWLOON.  
STRICTLY FIRST CLASS.

**PASSENGER ELEVATOR FROM ENTRANCE HALL TO EACH FLOOR.**  
BOARD AND LODGING.  
MONTHLY RATES NOW GIVEN.

**P. BOHM.**  
Proprietor and Manager.  
Hongkong, 28th April, 1896.

**JOHN WALKER & SONS' KILMARNOCK WHISKY.**  
This World-renowned FINE OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of

**G. O. ANDERSON.**  
No. 13, Praya Central.  
Hongkong, March 1, 1896.

**Mitsui Bussan Kaisha.**  
No. 6, 10 House Street, Praya Central.

**HEAD OFFICE—TORIO.**  
BRANCH OFFICES—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, ALEXANDRIA and all Ports in JAPAN.

**AGENCIES:**  
MINERALS COAL MINES.  
KAWAOKA COAL MINES.

**TOKIO MARINE INSURANCE CO., LTD.**  
MITSUI BUSSAN KAISHA CO., LTD.  
IMPERIAL GOVT. PAPER MILL, JAPAN.  
COTTON CLEANING & WASHING CO., JAPAN.

**KAISER CEMENT CO., JAPAN.**  
MITSUI BUSSAN KAISHA CO., LTD.  
MITSUI BUSSAN KAISHA CO., LTD.

**TOKIO COTTON SPINNING MILL, LTD.**  
TOKIO COTTON SPINNING MILL, LTD.

**HANASHI CLOTH FACTORY.**  
HONGKONG, AUGUST 3, 1897.

## DANCING MANNERS FOR LADIES.

Do not imagine that you are, by any manner of device, especially carry your fan in your right hand when you are dancing. If you hold it, you have only two disengaged fingers, or a set, to offer your partner, and that is not comfortable for him, even if it be polite in you. If you suspend it from your wrist, it swings about and weighs on the outstretched arm. Still less, of course, your bouquet.

Abandon your fan altogether when you dance. You make a mistake if you hold it in your left hand, and it is a very awkward forward, and in your left when you are dancing round. But the lightning change is disturbing.

If you have no programme do not engage yourself for more than one dance ahead. The scheme of doing without programme is a mistake, and by your promise of 'The Waltz after the seventh dance after this one.' If the engagement is remembered—sometimes by efforts on the gentleman's part that are more suitable to the examination-room than the ball-room—would have been more elegantly entered in its programme. If it is forgotten, it is hardly worth making.

If you are partner of a man for whose dancing you have any respect, make no fugitive motion whatever of your own; however inevitable a collision, or any other disaster, may appear. Do not even withdraw your arm, but let it drop of its own accord, and the next half-turn will see an ear boxed. A slap given in dancing is only a clumsiness, and an insult to nobody; whereas your separate motion is meant for your partner. Besides, it is not playing the game. Nothing that you can do detracts from your partner's satisfaction in good waltz than to withdraw his arm for him in order to avert a threatened contact. That is for him to do, and if he does not do it, it must remain upon him. Supreme satisfaction only comes when the man knows that if he chooses to dance his partner will go with him, and that he will not be disappointed.

When he knows that she will not move so much as an egg, though the corners of all the grand plans, and half the ease of Europe lie directly in the path of his arm. Decide whether your partner deserves respect: if he does not, do not dance with him. If he does, if he is really what you wish to avoid (disasters) if he is really what you wish to avoid, you have no separate will of your own. This is, for both partners, the fine flower of a game that is nothing else but this—the mating in motion, under the stress of the waltz rhythm, of certain elementary characteristics that are supposed to distinguish the waltz. The lady does something finer than 'obey and smile,' 'passive.' But where is the vocabulary from which one could hope to describe anything a woman does?

If the waltz is a success, the man is over less inclined to converse than the lady. In the interval between dances, your partner is making an effort, however late, and even if he is making none at all, though this is counsel of perfection, to interest you, turn somewhat towards him, look at him or in his direction, or at least do not look anywhere else. Though you say all that can be demanded in reply to the innumerable questions of your partner, your eyes are following the hang of a waltz. A man, no doubt, has less temptation to this particular little discomposure; he does not possess the feminine sense for the sake of a thing—any other who has been unable to do so, puny brother to a dance will find out next morning. Moreover, he feels no necessity to smile, sign, or speak to even his best friend, unless he finds himself with nothing else to do; and he has no enemies, only men, whom he thinks foolish, or whom he thinks think his foot, and of them he would remain as unaware as may be.

This leads to a question that would chain a long chapter in a treatise on manners, to wit, conversation for the stranger, that is within the gates. If your partner is at all a stranger, do not say anything to the other guests about you, during the dances, at supper, or in the intervals between the dances, and do not encourage your friends to do so, or anything to you, that displays your familiarity with the rest of the company. In fact, you can, to some extent, make your partner share in it. To put the matter of this consideration for the stranger unpleasantly, it might be suggested that those persons must indeed be assured of the wit, refinement, and kindness of their familiar intercourse who can with equanimity permit the presence of a guest who is merely a spectator, an observer, and, necessarily, therefore, even though he be entertained—a critic.

A question of behaviour that occurs on almost every occasion when more than two persons meet is too large for present consideration. However, there is to be found for the story of Tom. Tom finds himself a guest in a house where he is comparatively a stranger, and he is introduced to a lady whose surname he has no opportunity of learning—it is not so with her Christian name. She steps into the conservatory with a stranger, and he is introduced to a lady whose surname he has no opportunity of learning—it is not so with her Christian name.

'You here, Gwen? Why aren't you dancing?'  
'So hot. How's your aunt?'  
'Much better, thanks. Did you get home all right last night?'  
'Tom gets as far as 'Have you been to the exciting question is driven to his partner in shaking hands with a fresh couple.

'You look hot, Mary.'  
'Yes, but it's cooler in here.'  
And with still another couple.

'Not tired after yesterday?'  
'No, but I shall see you on Thursday.'

'Rather.' 'We are all coming.'  
And with that the lady on Tom's left turns and recognises his partner. They shake hands across him.

'Haven't seen you for ages.'  
'No, but you quite well again?'  
'Yes, thanks.'

'How's baby?' Tom's partner inquired. But the lady on his left has already turned away, and there the question hangs, unanswerably unanswered, in front of his nose. What he might have said is—

'Look here, how's baby?'  
But his partner has long ago found a subject of conversation (more imminent), Tom has to confess that the well-worn merits of Sarah with someone opposite. And an the way back into the ballroom the guest has once again a question that must feel like to be the part of a grand air, as much as she to say in so many directions to the friends that surround her. It does not look quite credible in cold print, but there is the stamp of truth on 'How's baby?'

'Keep all open mind about the group of men you are sometimes standing out in the doorway. Perhaps they are not for their occupation, perhaps on the other hand, they are. A man is a curious creature, and you cannot always be sure that you are not deceiving the notions of happiness by putting a negative before your own.'—*W. Somerset Maugham.*

## THE GENTLE ART OF 'RUBBING'.

A paragraph headed 'In Morning,' which appears in the *Japan Herald*, says:—'A rather melancholy home coming has been that of the Yokohama gentleman who is not a bit of a sportsman, who was badly worried at Tokyo last Saturday. The majority of it is supposed, landed at Shanghai, and reached the steamer by daylight on the way and crooked path. At the last of the wags devoted the interior to draping the 'beaten crew' before with wigs, and other emblems of mourning for fallen greatness and human frailty, the deep significance of which would not be appreciated by the uninitiated. But in the case of the wags, the case in the desert—we do occasionally lapse into poetry like Mr. Wags, a brilliant exception was made, and his locker, soon after receipt of the news of his victory, was gaily decorated with flags, etc., in striking contrast to the gloomy trappings of the others.'

'Look on' of the *Japan Herald* writes: 'I am told that photographs of the Yokohama Boathouse notice-board (which was fearfully and curiously decorated with pictorial designs illustrative of Yokohama's unsuccessful campaign against Kobe) have been taken, and are to be sent to the sister port.'

THE returns of Germany's foreign trade for March and for the first quarter have been published. The imports in March amounted to £1,138,177 tons, against £1,215,215 tons in March, 1895; the exports, on the other hand, were £1,531,531 tons against £1,331,531 tons. For the first quarter, the figures were—

Imports. Exports.  
1896... £1,138,177 tons. £1,215,215 tons.  
1895... £1,215,215 tons. £1,331,531 tons.

BANKRUPTCY. Mandarins, Strings & Co., New Stock, American Firms and Music—Robinson Piano Co.

**DIARRHOEA AT SANTIAGO.**  
CHARLES H. Marks, while acting in the capacity of nurse at the Second Division Hospital of the Fifth Army Corps at Santiago de Cuba, under the command of General Chabon, has been awarded the Spanish Cross of Merit for his services.

WAGNERS & Co., General Agents.

**Hongkong Tides.**  
The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides. The tide has been found to be 12 hours and 25 minutes out of phase. To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 6 ft. 7 in., and on the gauge at Leighton Dock Aberdeen, add 12 ft. 9 in., to the height given in the table.

14th to 20th June.

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**A. G. GORDON, General Manager.**  
Hongkong, April 1, 1896.

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## Her Britannic Majesty's Ships on the China Station.

Names.	Flag.	Tons.	Guns.	H.P.	Captain.	Where at.
Alcester	despatch-boat	1700	19	3000	Comdr. A. H. Smith-Dorrien	Weihaiwei
Albion	despatch-boat	1050	6	1400	Comdr. E. J. W. Slade	Foochow
Albatross	armoured cruiser, 1st class	6000	13	8500	Captain E. H. Bayly	Weihaiwei
Bombardier	battle-ship, 1st class	10,500	14	13,000	Hon. S. O. J. O'Grady, C.B.	Nagasaki
Bombardier	cruiser, 2nd class	3800	6	8500	Capt. R. J. Montgomerie, C.B.	Shanghai
Brisk	cruiser, 2nd class	1770	6	8500	Com. R. E. W. Way	Weihaiwei
Centurion	battle-ship, 1st class	10,500	14	13,000	Captain J. R. Jellicoe	Weihaiwei
Daphne	despatch-boat	1140	6	2000	Lt.-Com. O. Chadwick	Yokohama
Esk	g.-b. 3rd class coast defence	383	3	800	Lt.-Com. R. J. Keyes	Shanghai
Fame	torpedo boat destroyer	380	8	8700	Lt.-Com. R. J. Keyes	Weihaiwei
Fincham	gunboat, 2nd class	455	9	880	Capt. F. W. Fisher	Hongkong
Grafton	cruiser, 1st class	7350	12	12,000	Capt. G. A. Callaghan	Shanghai
Handy	torpedo boat destroyer	420	6	4000	Comdr. H. J. Davison	Weihaiwei
Hart	torpedo boat destroyer	275	6	4000	Capt. H. N. Dudding	Weihaiwei
Hermione	cruiser, 2nd class	4300	10	8000	Com. W. H. Smythe	Weihaiwei
Humber	storeship	1640	—	1040	Capt. R. P. S. St. John	Singapore
Impetuous	cruiser, 2nd class	3000	8	9000	Lt.-Com. J. F. Green	Manila
Imperial	gun-vessel, 2nd class	756	8	870	Capt. R. P. Cohan	Weihaiwei
Orlando	armoured cruiser, 1st class	6000	13	8500	Lt.-Com. J. F. Green	Shanghai



